VFR TERMINAL AREA CHART
SALT LAKE CITY

SALT LAKE CITY

VFR FLYWAY

Airports having Control Towers are shown in Blue, all others in Magenta. Consult Chart Supplement for details involving airport lighting, navigation aids, and services. All times are local. For additional symbol information refer to the Chart User's Guide.

AIRPORTS

- Other than hard-surfaced runways
- Seaplane Base
- Hard-surfaced runways 1500 ft. or greater
- Open dot within hard-surfaced runway indicates Airport Beacon (lighted at night, VOR-DME, DME or VORTAC location)

All recognizable hard-surfaced runways, including those closed, are shown for visual identification. Airports may be public or private.

ADDITIONAL AIRPORT INFORMATION

- Private (Pvt) - Non-public use having landmark value
- Military - Other than hard-surfaced; all military airports are identified by abbreviations AFB, NAS, AAF, etc.
- Heliport: Selected, Unverified
- Abandoned - paved having landmark value, 3000 ft. or greater
- Ultralight Flight Park: Selected, Unverified

Fuel availability indicated by use of tick marks around basic airport symbol. Consult Supplement for details and availability at airports with hard-surfaced runways 1500 ft. or greater.

★ Rotating airport beacon in operation Sunset to Sunrise

OBJECTIONABLE - Airport may adversely affect airspace use.

AIRPORT DATA

Blue indicates FAR 93 Special Air Traffic Rules & Airport Traffic Patterns. Runways with Right Traffic Patterns (public use) ▪ RP Special conditions exist see Supplement.
FSS – Flight Service Station
NO SVFR – Fixed-wing special VFR flight is prohibited.
CT - 118.3 – Control Tower (CT) - primary frequency
★ - Star indicates operation part-time. See tower frequencies tabulation for hours of operation.
- Follows the Common Traffic Advisory Frequency (CTAF)
- Weather Camera
ATIS 123.8 - Automatic Terminal Information Service
AWOS 135.2 - Automatic Flight Information Service (AK)
ASOS/AWOS 135.42 - Automated Surface Weather Observing Systems (shown where full-time ATIS not available). Some ASOS/AWOS facilities may not be located at airports.
UNICOM - Aeronautical advisory station
VFR Advsry - VFR Advisory Service shown where full-time ATIS not available and frequency is other than primary CT frequency.
285 - Elevation in feet
L - Lighting in operation Sunset to Sunrise
- Lighting limitations exist; refer to Supplement.
72 - Runway length in hundreds of feet. Unless usable length may be less.
When information is lacking, the respective character is replaced by a dash. Lighting codes refer to runway edge lights and may not represent the longest runway or full length lighting.

FSS (Flight Service Station) NO SVFR — CT - 118.3 ★ — ATIS 123.8 — Location Identifier (NAME) (NAAM) (PNAM) — ICAO Location Indicator (KSLC) (PASN) (PAJN) — FAR 91 Class B airport; shore airports contiguous U.S. — UNICOM — VFR Advsry 125.0 — AOE — Airport of Entry — 2685 L 72 / 122.9R RP 23, 34

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace effective below 18,000 ft. MSL are shown.

- Class B Airspace
- Class C Airspace (Mode C - see FAR 91.215(AIM).)
- Class D Airspace
- Ceiling of Class D Airspace in hundreds of feet above ground (ceiling value indicates surface up to but not including that value.)
- Class E (old) Airspace
- Class E Airspace with floor 700 ft. above surface that laterally abuts Class G Airspace
- Class E Airspace with floor 700 ft. above surface that laterally abuts 1200 ft. or higher Class E Airspace
- Class E Airspace with floor 1200 ft. or greater above surface that laterally abuts Class G Airspace
- 2400 MSL — Differentiates floors of Class E Airspace greater than 700 ft. above surface.
- 4500 MSL — Class E Airspace exists at 1200' AGL unless otherwise designated as shown above.

Class E Airspace low altitude Federal Airways and RNAV 2 Routes are indicated by center line. Intersection - Arrows are directed towards facilities which establish intersection.

- 132° — Magnetic course
- 169 — Total mileage between NAVAIDs on direct Airways
- 319 TK 313 — (Helicopter Only) — RNAV Waypoint
- Prohibited, Restricted, and Warning Areas

*Alert Areas and Military Operations Areas (MOA)

*Alert Areas do not extend into Class A, B, C and D airspace, or Class E airport surface areas.

- Special Airport Traffic Area (See FAR 93 for details.)
- National Defense Airspace - Temporary Flight Restriction Area
- ADIZ - Air Defense Identification Zone
- MODE C (See FAR 91.215(AIM).)
- National Security Area (See FAR 99.7) — Security Service Area (TMSA)
- MTR - Military Training Route
- IFR Departure Route
- IFR Arrival Route
- IFR Arrival/Departure Route

COMMUNICATION BOXES

122.6 — OAKDALE — 360° 338.6 OAK — 123.6 — HOMER HOM

Underline indicates no voice on frequency. Crosshatch indicates receive only. Operates less than continuous or On-Request.

- A/G/A/AWOS
- A - Weather Camera

122.1R — MIAMI — FSS radio providing voice communication

Heavy line box indicates Flight Service Station (FSS). Frequencies 121.5,122.2 and 243.0 are available at many Alaskan FSSs and are not shown above boxes. All other frequencies as shown.

R - Receive only

Frequencies above thin line box are remoted to NAVAID site. Other FSS frequencies providing voice communication may be available as determined by altitude and terrain. Consult Supplement for complete information.

RADIO AIDS TO NAVIGATION

- VHF OMNI RANGE (VOR)
- VORTAC
- VOR-DME
- DME
- TACAN
- Non-Directional Radio Beacon (NDB)
- NDB - DME

OBSTRUCTIONS

(may be lit or unlit)

- 1000 ft and higher AGL
- Above 200 ft & below 1000 ft AGL, above 299 kt AGL in urban areas
- Group Obstruction
- Wind Turbine
- Obstruction with high-intensity lights; may operate part-time
- Wind Turbine Farm
- Elevation of the top above mean sea level
- 2894 UC — Height above ground — Under construction or reported; position and elevation unverified
- 2049 (1149) UC — Isogonic Line (2025 VALID)
- NOTICE: Guy wires may extend outward from structures.

MISCELLANEOUS

- A - Aerobatic Practice Area (See Supplement.)
- G - Glider Operations
- H - Hang Glider Activity
- U - Ultralight Activity
- UA - Unmanned Aircraft Activity
- Parachute Jumping Area (See Supplement.)
- STADIUM — Intermittent TFR site (within 3 NM, up to & incl 3000' AGL)
- Marine Light
- VPXYZ — VFR Waypoints
- Space Launch Activity Area
- NAME (VPXYZ)

TOPOGRAPHIC INFORMATION

- Power Transmission Line
- Aerial Cable
- Lookout Tower
- 6118 (Elevation Base of Tower)
- Mountain Pass
- 11823 (Elevation of Pass)

Pass symbol does not indicate a recommended course through the pass. Pass symbol does not indicate a recommended clearance altitude. Hazardous flight conditions may exist within and near mountain passes.

ELEVATIONS IN FEET

11749 — 9000 — 7000 — 5000 — 3000 — CONTOUR INTERVAL 500'

FEET (Thousands) / METERS (Thousands)

0 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30
0 1 2 3 4 5 6 7 8 9

Lambert Conformal Conic Projection Standard Parallels 33° and 45°
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

CONVERSION OF ELEVATIONS

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

VFR TRANSITION ROUTE (ATC CLEARANCE REQUIRED) ALTITUDE ASSIGNED BY ATC

Entire area of this chart is within the Mountain Standard Time Zone -7 (+5 DT) = UTC

SALT LAKE CITY CLASS B AIRSPACE

See back of this chart for procedural information within the Salt Lake City Class B Airspace

EXAMPLES OF CLASS B ALTITUDES

70 - - - Ceiling in hundreds of feet MSL

30 - - - Floor in hundreds of feet MSL

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route, and the route designator are depicted - route widths and altitudes are not shown.

DoD users refer to AP/1A Publishing AP/1B Military Training Routes North and South America for current routes.

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

CAUTION: Severe turbulence may occur over rugged terrain. See AIM.

CONTROL TOWER FREQUENCIES ON SALT LAKE CITY TERMINAL AREA CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF tower frequency(ies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF tower and ground control frequencies are listed.

Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are arrival VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

ASR and/or PAR indicate Radar Instrument Approaches.
NON-FRF indicates Monday through Friday.
O/T indicates other times.

CONTROL TOWER	OPERATES	TOWER	GND CON	ATIS	ASR/PAR
HILL AFB	0800-2400 MON-FRI 0900-1700 SAT-SUN 1200-2400 SAT-SUN 13 ZULU-05 ZULU CLOSED FED HOL	127.15 363.15	131.6 270.8	134.925 397.9	
OGDEN-HINCKLEY	0700-2000	118.7 253.5	121.7	125.55	
PROVO MUNI	0700-2100	125.3	119.4	135.175	
SALT LAKE CITY INTL	CONTINUOUS	118.3 257.8 (RWYS 17/35 & 14/32) 119.05 257.8 (RWY 16/34) 122.65 336.4 (RWY 16R/34L)	121.9 348.6 (RWYS 17/35 & 14/32) 123.775 348.6 (RWYS 16/34L & 16/34R)	124.75 123.425	

CLASS B, CLASS C, TRSA, AND SELECTED APPROACH CONTROL FREQUENCIES

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
SALT LAKE CITY CLASS B	121.9 270.8 (S OF 41° 14'); 120.9 257.2 (S OF 41° 14')	CONTINUOUS

SPECIAL USE AIRSPACE ON SALT LAKE CITY TERMINAL AREA CHART

Unless otherwise noted altitudes are MSL and in feet. Time is local. Altitude/altitude means *To and including.* Pt. = flight path.
NO A/G = No air to ground communications. Contact Flight Service for information.

† Other times by NOTAM.
NOTAM = Use of this facility is restricted unless cleared by a NOTAM or Prior Notice required 24 hours in advance.
DoD NOTAM system.

U.S. P-PROHIBITED, R-RESTRICTED, W-WARNING, A-ALERT, MOA-MILITARY OPERATIONS AREA

NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
R-6402 A	SFC TO FL 580	CONTINUOUS	SALT LAKE CITY CNTR	128.55 269.175
R-6402 B	100 AGL TO FL 580	CONTINUOUS	SALT LAKE CITY CNTR	128.55 269.175
R-6403	TO 9000	0800-2000 MON-THU	NO A/G	
R-6404 A	TO FL 580	CONTINUOUS	SALT LAKE CITY CNTR	128.55 269.175
R-6404 B	TO 13,000	CONTINUOUS	SALT LAKE CITY CNTR	128.55 269.175
R-6404 D	13,000 TO FL 250	BY NOTAM	SALT LAKE CITY CNTR	128.55 269.175
R-6404 E	100 AGL TO FL 580	CONTINUOUS	SALT LAKE CITY CNTR	128.55 269.175
R-6412 A, C	SFC TO 9000	BY NOTAM	SALT LAKE CITY TRACON	
R-6412 B, D	9000 TO 10,000	BY NOTAM	SALT LAKE CITY TRACON	

MOA NAME	ALTITUDE*	TIME OF USE†	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
SEVIER B	100 AGL TO 9500	0700-2400 MON-FRI 0800-1700 SAT	SALT LAKE CITY CNTR	128.55 269.175 (N) 127.825 284.675 (E) 133.45 317.625 (W)
SEVIER D	9500	BY NOTAM 6 HRS IN ADVANCE	SALT LAKE CITY CNTR	128.55 269.175 (N) 127.825 284.675 (E) 133.45 317.625 (W)

*Altitudes inclusive floor of MOA. All MOAs extend to but do not include FL180 unless otherwise indicated in tabulation or on chart.
†Other times by DoD NOTAM.

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, BUREAU OF LAND MANAGEMENT AREAS AND U.S. FOREST SERVICE AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service, Bureau of Land Management or U.S. Forest Service (hereafter referred to as Agency/Agencies) without authorization from the respective agency. Exceptions include: 1) when forced to land due to an emergency beyond the control of the operator, 2) at officially designated landing sites, or 3) on approved official business of the Federal Government. Flights conducted below the minimum altitudes prescribed for these areas are prohibited by regulation.
National Parks, Monuments, Seashores, Lakeshores, Recreation Areas, Scenic Riverways, Wildlife Refuges, Big Game Refuges, Game Ranges, Wildlife Ranges, Conservation Areas, Wild and Scenic Rivers, Wilderness Areas and Primitive Areas administered by the Agencies. FAA Advisory Circular (AC) 91-36, "Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas," defines the surface as: the highest terrain within 2,000 feet laterally of the route of flight, or the upper-most rim of a canyon or valley. Federal regulations also prohibit airdrops by parachute or other means of persons, cargo, or objects from aircraft on lands administered by the four agencies without authorization from the respective agency. Exceptions include: 1) emergencies involving the safety of human life, or 2) threat of serious property loss.

Boundary of Agency Areas

For weather camera information visit https://weathercams.faa.gov

ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

Example: 12,500 feet 125

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES

All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on guard frequencies VHF 121.5 or UHF 243.0. It is incumbent upon all aviators to know and understand their responsibilities if intercepted. Review "AIM" section 5-6-13 for intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and flares are dispensed in the area of that aircraft, aviators will pay strict attention, contact air traffic control immediately on the local frequency or on VHF guard 121.5 or UHF 243.0 and follow the interceptor visual ICAO signals. Be advised that non-compliance may result in the use of force.

Class G Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

CAUTION: Unmanned Aircraft Systems (UAS) may be approved to operate above critical infrastructure including obstacles and linear features such as high-voltage powerlines, towers, pipelines, and railroads. Check NOTAMs and see AIM for details.

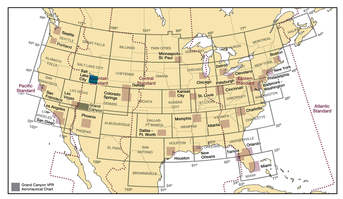
SALT LAKE CITY TAC

VFR TERMINAL AREA CHART SCALE 1:250,000

Federal Aviation Administration

EFFECTIVE 0901Z **19 MAR 2026**
TO 0901Z **14 MAY 2026**

Consult NOTAMs for latest information
Consult/Subscribe to FAA Safety Alerts and Charting Notices at:
http://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/



Published from digital files compiled in accordance with Interagency Air Committee specifications and agreements approved by Department of Defense - Federal Aviation Administration.

Warning: Refer to current foreign charts and flight information publications for information within foreign airspace.

FAA Product ID: TSLC

NSN 7641014099654

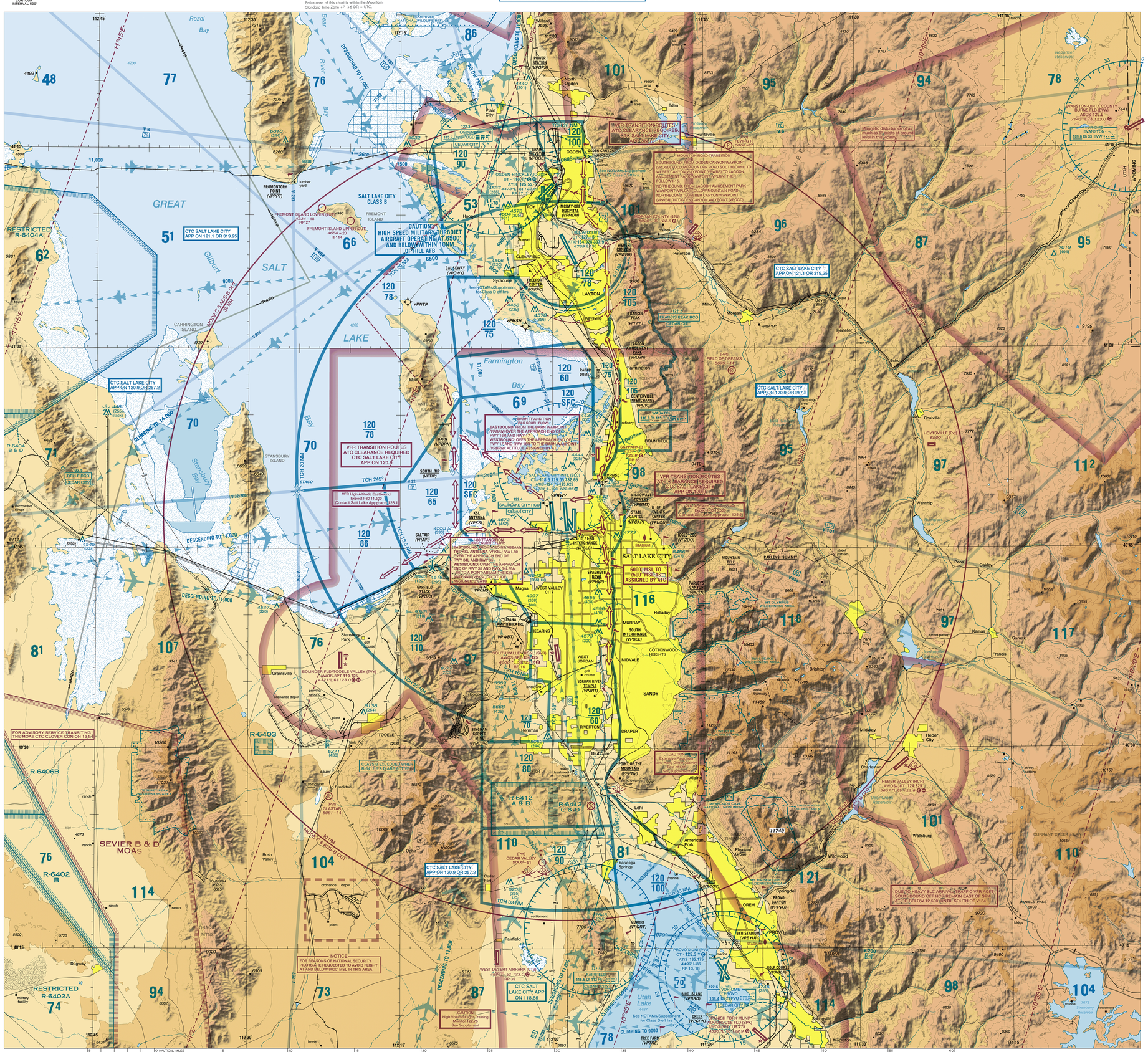
NGA REF. NO. VFRTASALTLAKECY

EFF. DATE 26078

FOR PROCUREMENT: For digital products, visit http://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/ For a list of approved FAA Print Providers, visit our website at: http://www.faa.gov/air_traffic/flight_info/aeronav/print_providers/

REPORTING CHART ERRORS

You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. See frequently asked questions (FAQs) on our website at http://faa.gov/go/ais/ prior to contacting us via toll free number at 1-800-638-8972 or visit https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/ or mail to: FAA, Aeronautical Information Services,1305 East-West Highway, SSMC 4, Suite 4400, Silver Spring, MD 20910-3281.


SALT LAKE CITY CLASS B
CTC SALT LAKE CITY APP ON 121.1 OR 319.25
CAUTION: HIGH SPEED MILITARY TURBOJET AIRCRAFT OPERATING AT 6500' AND BELOW WITHIN 10NM OF HILL AFB
CTC SALT LAKE CITY APP ON 120.9 OR 257.2
VFR TRANSITION ROUTES ATC CLEARANCE REQUIRED CTC SALT LAKE CITY APP ON 120.9
VFR TRANSITION ROUTES ATC CLEARANCE REQUIRED CTC SALT LAKE CITY APP ON 120.9
CTC SALT LAKE CITY APP ON 118.85
CTC SALT LAKE CITY APP ON 120.9 OR 257.2
SALT LAKE CITY
SEVIER B & D MOAs
R-6402 B
R-6402A
R-6403
R-6404A
R-6406B
R-6412 A & B
R-6412 C & D
CLASS B EXCLUDED WHEN R-6412 B & D ARE ACTIVE
FOR ADVISORY SERVICE TRANSITING THE MOAs CTC CLOVER CON ON 134.0
NOTICE FOR REASONS OF NATIONAL SECURITY PILOTS ARE REQUESTED TO AVOID FLIGHT AT AND BELOW 8000' MSL IN THIS AREA
MOUNTAIN ROAD TRANSITION
SOUTHBOUND: FROM OGDEN CANYON WAYPOINT (WOGD) FOLLOW MOUNTAIN ROAD SOUTHBOUND TO WEBER CANYON WAYPOINT (WSWB) TO LAGOON AMUSEMENT PARK WAYPOINT (VPLGN) THEN FOLLOW I-15
NORTHBOUND: FROM LAGOON AMUSEMENT PARK WAYPOINT (VPLGN) FOLLOW MOUNTAIN ROAD NORTHBOUND TO WEBER CANYON WAYPOINT (WPWBR) TO OGDEN CANYON WAYPOINT (WOGD)
CAUTION: Extensive Parachute Jumping Activity and Hang Gliding Activity East of I-15 at Point of the Mountain
CAUTION: High Volume VFR Traffic Training Monitor 122.75 See Supplement
DUE TO HEAVY SLC ARRIVAL TRAFFIC VFR ACFT SOUTHBOUND OFF HCR REMAIN EAST OF SPK/ ATOR BELOW 12,500' ENTE SOUTH OF V134
See NOTAMs/Supplement for Class D off hrs
CAUTION: High Volume VFR Traffic Training Monitor 122.75 See Supplement
CLIMBING TO 9000
DESCENDING TO 11,000
CLIMBING TO 14,000
MODE C & ADSB OUT
30 NM
TCH 20 NM
TCH 15 NM
TCH 16 NM
TCH 33 NM
TCH 249°
SALT LAKE CITY INTL (SLC) CT - 118.3 119.05 132.55 ATIS-124.75-135.825 121.9 L 26 122.95
SALT LAKE CITY RCO
CEDAR CITY
OGDEN
OGDEN-HINCKLEY (OGD)
PROVO MUNI (PVU)
SALT LAKE CITY CLASS B
SALT LAKE CITY CLASS C
SALT LAKE CITY CLASS D
SALT LAKE CITY TRSA
SALT LAKE CITY CLASS E
SALT LAKE CITY CLASS G
SALT LAKE CITY
SALT LAKE

VFR FLYWAY PLANNING CHART
SALT LAKE CITY
Scale 1:250,000
NOT TO BE USED FOR NAVIGATION

AIRPORTS
Paved Runways
NAME (NAM)
NAME (NAM)
Unpaved Runways
NAME (NAM)

RADIO AIDS TO NAVIGATION
VOR DLG 138.8
NDB DCW 262
VORTAC PPS 121.8
NDB-DME RMW 320
VOR-DME KIP 110.7
DME PVU CH 21 (108.4)

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION
Class B Airspace
Class C Airspace (Mode C - see FAR 91.215/AIM.)
Class B/C Surface Area
Prohibited, Restricted, and Warning Areas
*Alert Area and Military Operations Area (MOA)
*Alert Areas do not extend into Class A, B, C and D airspace, or Class E airport surface areas.

Examples of Class B Airspace Altitudes
70 --- Ceiling in hundreds of feet MSL
30 --- Floor in hundreds of feet MSL
Mode C (See FAR 91.215/AIM.)
Class D Airspace
40 Ceiling of Class D Airspace in hundreds of feet (A minus ceiling value indicates surface up to but not including that value.)
Class E (sfc) Airspace

IFR Departure Routes
IFR Arrival Routes
IFR Arrival/Departure Routes

Suggested VFR Flyway and Altitude
2600 6700

OBSTRUCTIONS (Selected) (may be lit or unlit) 2049

MISCELLANEOUS Navigation Reference Point N39° 56.32' W120° 36.91'

TOPOGRAPHIC INFORMATION 12256 Mountain Top or Peak and Spot Elevation

THIS CHART IDENTIFIES VFR FLYWAYS DESIGNED TO HELP VFR PILOTS AVOID MAJOR CONTROLLED TRAFFIC FLOWS. IT DEPICTS MULTIPLE VFR ROUTINGS THROUGHOUT THE SALT LAKE CITY AREA WHICH MAY BE USED AS ALTERNATES TO FLIGHT WITHIN THE ESTABLISHED CLASS B AIRSPACE. ITS GROUND REFERENCES PROVIDE A GUIDE FOR IMPROVED VISUAL NAVIGATION. THIS IS NOT INTENDED TO DISCOURAGE REQUESTS FOR VFR OPERATIONS WITHIN THE CLASS B AIRSPACE BUT IS DESIGNED SOLELY FOR INFORMATION AND PLANNING PURPOSES.

CAUTION

THE ENTIRE SALT LAKE CITY AREA IS HEAVILY CONGESTED WITH MANY DIFFERENT AIRCRAFT TYPES. THESE ROUTE SUGGESTIONS ARE NOT STERILE OF OTHER TRAFFIC; THEY ARE AREAS WE BELIEVE LEAST CONGESTED IN AN AREA OF HEAVY CONGESTION. PILOT ADHERENCE TO VFR RULES MUST BE EXERCISED AT ALL TIMES. COMMUNICATIONS MUST BE MAINTAINED BETWEEN AIRCRAFT AND CONTROL TOWERS WHILE IN CLASS D AIRSPACE.

VFR TRANSITION ROUTES

THIS CHART ALSO IDENTIFIES VFR TRANSITION ROUTES IN THE SALT LAKE CITY CLASS B AIRSPACE. OPERATION ON THESE ROUTES REQUIRES ATC AUTHORIZATION FROM SALT LAKE CITY APPROACH CONTROL. UNTIL AUTHORIZATION IS RECEIVED, REMAIN OUTSIDE CLASS B AIRSPACE. DEPICTION OF THESE ROUTES IS TO ASSIST PILOTS IN POSITIONING THE AIRCRAFT IN AN AREA OUTSIDE THE CLASS B AIRSPACE WHERE ATC CLEARANCE CAN NORMALLY BE EXPECTED WITH MINIMAL OR NO DELAY. ON INITIAL CONTACT, ADVISE ATC OF POSITION, ALTITUDE, ROUTE NAME DESIRED, AND DIRECTION OF FLIGHT. REFER TO CURRENT SALT LAKE CITY VFR TERMINAL AREA CHART FOR USER REQUIREMENTS.

SALT LAKE CITY CLASS B AIRSPACE

OPERATING RULES AND PILOT/EQUIPMENT REQUIREMENTS. Regardless of weather conditions, an ATC authorization is required prior to operating within the Class B Airspace. Pilots should not request an authorization to operate within the Class B Airspace unless the requirements of FAR 91.215 and FAR 91.131 are met. Included among those requirements are:

1. Unless otherwise authorized by ATC, an operable two-way radio capable of communicating with ATC on appropriate frequencies for that Class B Airspace.
2. No person may take off or land a civil aircraft at an airport within the Class B Airspace or operate a civil aircraft within the Class B Airspace unless:
   (a) The pilot in command holds at least a Private Pilot certificate, or holds a Recreational Pilot certificate and has met the requirements of FAR 61.101(d); or holds a Sport Pilot certificate and has met the requirements of FAR 61.325, or;
   (b) The aircraft is operated by a student pilot who has met the requirements of FAR 61.94 or FAR 61.95 as applicable.
3. Unless otherwise authorized by ATC, each person operating a large turbine engine-powered aircraft to or from a primary airport shall operate at or above the designated floors while within the lateral limits of the Class B Airspace.
4. An operable VOR or TACAN receiver for IFR operations.
5. A transponder with automatic altitude reporting equipment.

NOTE: ATC may, upon notification, immediately authorize a deviation from the altitude reporting equipment requirement or for a transponder failure; however, other requests for deviations from the transponder equipment requirement must be submitted to the controlling ATC facility at least one hour before the proposed operation.

FLIGHT PROCEDURES

IFR FLIGHTS—Aircraft operating within the Salt Lake City Class B Airspace must be operated in accordance with ATC clearances and instructions.

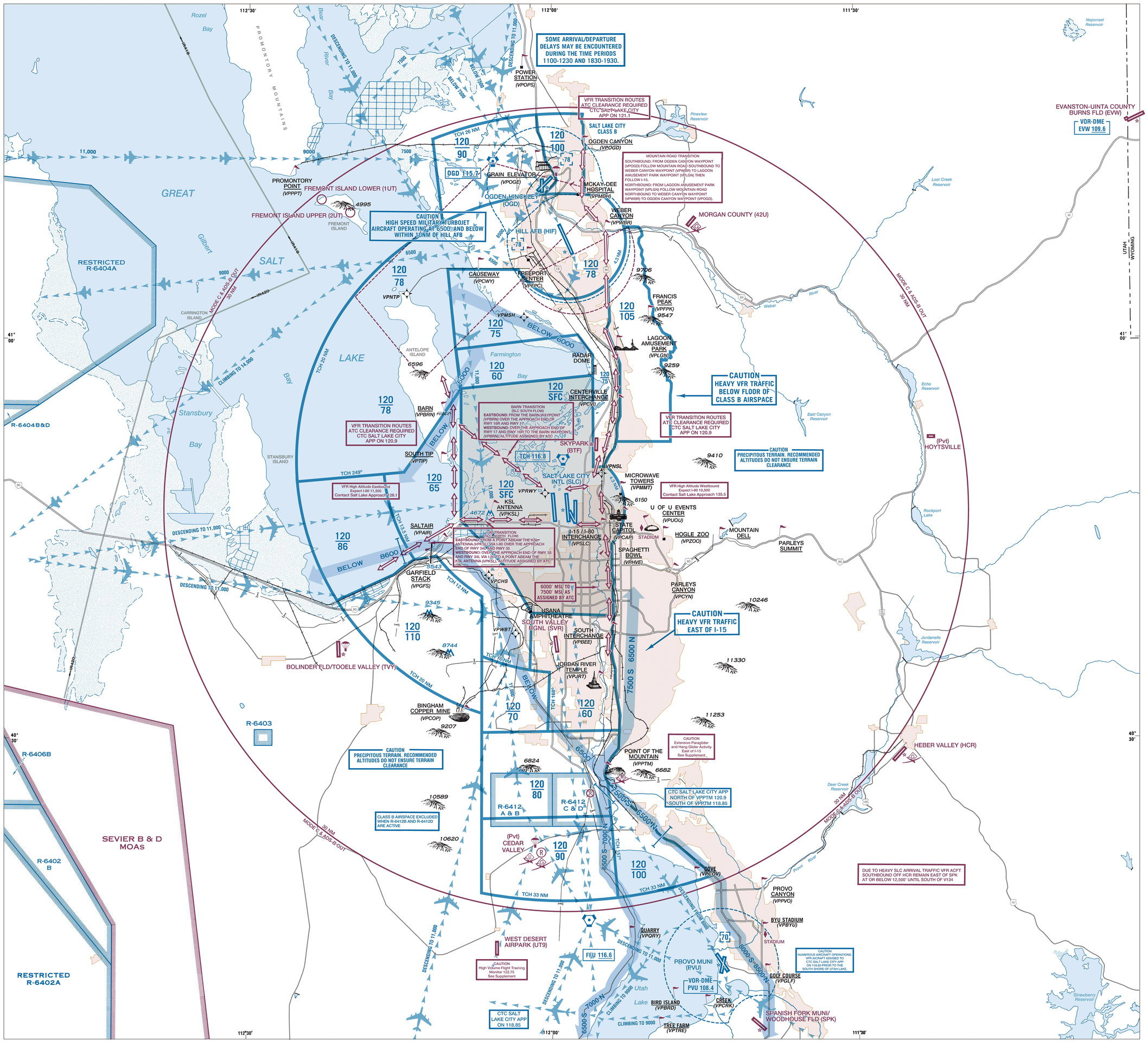
VFR FLIGHTS—

1. Arriving aircraft should contact the appropriate approach control on specified frequencies and in relation to geographic fixes shown on the accompanying chart. Although arriving aircraft may be operating beneath the floor of the Class B Airspace on initial contact, communications should be established with approach control in relation to the points indicated for sequencing and spacing purposes.
2. Aircraft departing the primary airports are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart the Class B Airspace. Aircraft departing from other than the primary airports whose route of flight would penetrate the Class B Airspace should give this information to ATC on the appropriate frequencies.
3. Aircraft desiring to transit the Class B Airspace must obtain an ATC clearance to enter the Class B Airspace and will be handled on an ATC workload permitting basis.

ATC PROCEDURES

All aircraft will be controlled and separated while operating within the Class B Airspace, except helicopters need not be separated from other helicopters. Although radar separation will be the primary standard used, approved visual and other nonradar procedures will be applied as required or deemed appropriate. Traffic information on observed but unidentified radar targets will be provided on a workload permitting basis to aircraft operating outside the Class B Airspace.

NOTE: Assignment of radar headings and/or altitudes is based on the provision that a pilot operating in accordance with visual flight rules is expected to advise ATC if compliance with an assigned route, radar heading, or altitude will cause the pilot to violate such rules.


112°30'
112°00'
111°30'
41° 00'
40° 30'
Rozel Bay
Bear River Bay
Great Salt Lake
Gilbert Bay
Farmington Bay
Stansbury Bay
PROMONTORY MOUNTAINS
Neponset Reservoir
Pineview Reservoir
Lost Creek Reservoir
Echo Reservoir
East Canyon Reservoir
Rockport Lake
Jordanelle Reservoir
Deer Creek Reservoir
Utah Lake
Strawberry Reservoir
Weber River
Provo River
UTAH
WYOMING
EVANSTON-UINTA COUNTY BURNS FLD (EVW)
VOR-DME EVW 109.6
MORGAN COUNTY (42U)
HEBER VALLEY (HCR)
(Pvt) HOYTSVILLE
SOME ARRIVAL/DEPARTURE DELAYS MAY BE ENCOUNTERED DURING THE TIME PERIODS 1100-1230 AND 1830-1930.
POWER STATION (VPOPS)
DESCENDING TO 11,000
BELOW 7500
VFR TRANSITION ROUTES ATC CLEARANCE REQUIRED CTC SALT LAKE CITY APP ON 121.1
SALT LAKE CITY CLASS B
OGDEN CANYON (VPOGD)
TCH 26 NM
120 100
120 90
OGD 115.7
GRAIN ELEVATOR (VPOGE)
MOUNTAIN ROAD TRANSITION
SOUTHBOUND: FROM OGDEN CANYON WAYPOINT (VPOGD) FOLLOW MOUNTAIN ROAD SOUTHBOUND TO WEBER CANYON WAYPOINT (VPWBR) TO LAGOON AMUSEMENT PARK WAYPOINT (VPLGN) THEN FOLLOW I-15.
NORTHBOUND: FROM LAGOON AMUSEMENT PARK WAYPOINT (VPLGN) FOLLOW MOUNTAIN ROAD NORTHBOUND TO WEBER CANYON WAYPOINT (VPWBR) TO OGDEN CANYON WAYPOINT (VPOGD).
MCKAY-DEE HOSPITAL (VPMDH)
PROMONTORY POINT (VPPPT)
FREMONT ISLAND LOWER (1UT)
FREMONT ISLAND UPPER (2UT)
FREMONT ISLAND
4995
OGDEN-HINCKLEY (OGD)
WEBER CANYON (VPWBR)
CAUTION HIGH SPEED MILITARY TURBOJET AIRCRAFT OPERATING AT 6500 AND BELOW WITHIN 10NM OF HILL AFB
HILL AFB (HIF)
RESTRICTED R-6404A
IR419
IR420
IR416
MODE C & ADS-B OUT 30 NM
CARRINGTON ISLAND
ANTELOPE ISLAND
6596
CAUSEWAY (VPCWY)
FREEPORT CENTER (VPFEC)
120 78
VPNTP
VPNSH
120 75
BELOW 6000
CLIMBING TO 14,000
TCH 20 NM
RADAR DOME
120 60
120 SFC
CENTERVILLE INTERCHANGE (VPCVI)
FRANCIS PEAK (VPFPK) 9547
9706
120 105
LAGOON AMUSEMENT PARK (VPLGN)
9259
CAUTION HEAVY VFR TRAFFIC BELOW FLOOR OF CLASS B AIRSPACE
VFR TRANSITION ROUTES ATC CLEARANCE REQUIRED CTC SALT LAKE CITY APP ON 120.9
BARN (VPBRN)
BARN TRANSITION (SLC SOUTH FLOW)
EASTBOUND: FROM THE BARN WAYPOINT (VPBRN) OVER THE APPROACH END OF RWY 16R AND RWY 17.
WESTBOUND: OVER THE APPROACH END OF RWY 17 AND RWY 16R TO THE BARN WAYPOINT (VPBRN) ALTITUDE ASSIGNED BY ATC
VFR TRANSITION ROUTES ATC CLEARANCE REQUIRED CTC SALT LAKE CITY APP ON 120.9
SKYPARK (BTF)
TCH 116.8
SOUTH TIP (VPTIP)
TCH 249°
VFR High Altitude Eastbound Expect I-80 11,500 Contact Salt Lake Approach 128.1
SALT LAKE CITY INTL (SLC)
VPRWY
VPNSL
MICROWAVE TOWERS (VPMMT)
9410
CAUTION PRECIPITOUS TERRAIN. RECOMMENDED ALTITUDES DO NOT ENSURE TERRAIN CLEARANCE
VFR High Altitude Westbound Expect I-80 10,500 Contact Salt Lake Approach 135.5
KSL ANTENNA (VPKSL)
4672
6150
U OF U EVENTS CENTER (VPUOU)
SALTAIR (VPAIR)
I-15 TRANSITION (SLC NORTH FLOW)
EASTBOUND: FROM A POINT ABEAM THE KSL ANTENNA (VPKSL) VIA I-80 OVER THE APPROACH END OF RWY 34L AND RWY 35
WESTBOUND: OVER THE APPROACH END OF RWY 35 AND RWY 34L VIA I-80 TO A POINT ABEAM THE KSL ANTENNA (VPKSL) ALTITUDE ASSIGNED BY ATC
I-15 / I-80 INTERCHANGE (VPSLC)
STATE CAPITOL (VPCAP)
STADIUM
HOGLE ZOO (VPZOO)
MOUNTAIN DELL
PARLEYS SUMMIT
SPAGHETTI BOWL (VPHVE)
PARLEYS CANYON (VPCYN)
10246
GARFIELD STACK (VPGFS)
8543
TCH 12 NM
9345
6000' MSL TO 7500' MSL AS ASSIGNED BY ATC
VPCHS
USANA AMPHITHEATRE
SOUTH VALLEY RGNL (SVR)
VPWBT
SOUTH INTERCHANGE (VPBEE)
CAUTION HEAVY VFR TRAFFIC EAST OF I-15
11330
8744
BOLINDER FLD/TOOELE VALLEY (TVY)
TCH 18 NM
JORDAN RIVER TEMPLE (VPJRT)
TCH 168°
7500 S 6500 N
BINGHAM COPPER MINE (VPCOP)
9207
R-6403
11253
CAUTION Extensive Paraglider and Hang Glider Activity East of I-15 See Supplement.
POINT OF THE MOUNTAIN (VPPTM)
6682
6824
6500 S 6500 N
CTC SALT LAKE CITY APP NORTH OF VPPTM 120.9 SOUTH OF VPRTM 118.85
R-6406B
R-6412 A & B
R-6412 C & D
10589
CLASS B AIRSPACE EXCLUDED WHEN R-6412B AND R-6412D ARE ACTIVE
SEVIER B & D MOAS
10620
(Pvt) CEDAR VALLEY
7000 S 6500 N
TCH 15°
DUE TO HEAVY SLC ARRIVAL TRAFFIC VFR ACFT SOUTHBOUND OFF HCR REMAIN EAST OF SPK AT OR BELOW 12,500' UNTIL SOUTH OF V134
R-6402 B
RESTRICTED R-6402A
TCH 33 NM
DESCENDING TO 11,000
DESCENDING TO 7000
OVE (VPCOV)
PROVO CANYON (VPPVO)
BYU STADIUM (VPBYU)
STADIUM
QUARRY (VPQRY)
FFU 116.6
WEST DESERT AIRPARK (UT9)
CAUTION High Volume Flight Training Monitor 122.75 See Supplement
PROVO MUNI (PVU)
VOR-DME PVU 108.4
6000 S 8500 N
CAUTION NUMEROUS AIRCRAFT OPERATIONS. VFR ACFT ADVISED TO CTC SALT LAKE CITY APP ON 118.85 PRIOR TO THE SOUTH SHORE OF UTAH LAKE.
GOLF COURSE (VPGLF)
CREEK (VPCRK)
BIRD ISLAND (VPBRD)
TREE FARM (VPTRE)
CLIMBING TO 9000
6500 S 7000 N
CTC SALT LAKE CITY APP ON 118.85
SPANISH FORK MUNI/ WOODHOUSE FLD (SPK)